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# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



## VOLUME VI·NUMBER 5



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THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



**VOL.VI• MARCH 1988 •NO. 4**

**• William E. Olson, Editor •**

**• 842 Mission Hills Lane, Columbus, Ohio 43235 •**

Please note the Editor's new address, shown above. This does not mean that I have moved; you will observe that the street and number remain as before. What it means is that the Columbus-area Postal Service has had to create some new ZIP codes to handle all the mail. There has been over the past several years a great expansion of population in the area northwest of Columbus. Where they're all coming from and what they all do for a living, I don't know, but condos and "townhouses" have been springing up like corn in June, leading one columnist to postulate a modern version the legendary Johnny Appleseed: "Johnny Condoseed." The post office in the City of Worthington can't manage all the mail for the area formerly in 43085, so I am now served out of a Columbus facility with a new ZIP. In fact, I live neither in Worthington nor in Columbus, but rather in an unincorporated township which, I venture to say, will be annexed by Columbus within the next decade, after a roaring fight before the County Commissioners. By then, I may well have gone somewhere else. In any event, please use the new address.

## ANNIVERSARIES

I suppose it has dawned on everyone by now that 1988 is the semi-centennial--that is, the 50th Anniversary--of 1938. We have missed our chance to celebrate the introduction of the 1938 Buick, since that occurred in the fall of 1937; however, this is the year in which all '38 owners can say they have fifty-year-old cars. When one thinks about it, it seems amazing that any fifty-year-old cars have survived. When I was a callow youth, in the early 1950's, we ran through Model A's, '32 Chevrolets, and '36 through '40 Fords like they were razor blades, and when I recall today the list of tragedies perpetrated only by the kids I knew, I shudder. Considering there were hundreds of thousands of other kids doing similar damage over whole decades of time...well, as I say, it's amazing there's anything left at all. Of course, we concentrated on the sportier model Fords and left stodgier iron like Buicks



**FOUNDED BY DAVE LEWIS**





COVER CAR: "A LA RECHERCHE DU TEMPS PERDU." I am not going to tell you whose car this is, where it is, or when these photographs were taken, all of which are left to (a) intelligent inference or (b) imagination, whichever you are good at.

pretty much alone.

It is--in case you care-- also the fiftieth anniversary of the invention, by E. I. DuPont de Nemours & Company, of two products that have, I daresay, generated untold millions of the Long Green for the heirs of M. DuPont: nylon and Teflon. ("Nylon" once was a DuPont trademark, but ain't any more--like "cellophane" it's now generic. "Teflon" still is, however, and is thus capitalized if one wants to stay on the good side of DuPont's law department.) Teflon came into its own only recently, but nylon was an almost instant success, as every woman over the age of 50 knows. Nylon ushered in the golden age of polymer chemistry, which is still going strong. Teflon was a waste product of the manufacture of refrigerants until someone noticed--more by accident than design--that it's very slippery. It was inevitable, I suppose, once that discovery was made, that the name would be applied to politicians.

Of perhaps more significance to us--or at least some of us--is this: 1988 is the Bicentennial of the first European settlement of Australia. In truth, those first settlers were a bunch of convicts and the people sent from England to manage and guard them, but we need not dwell on that. From that beginning 200 years ago, Australia has grown into one hell of a place: in my estimation, it is, by and large, the one country in the world most like the U.S. (Australians may or may not think that a compliment.) "Engaging" is an adjective used over and over to describe Australians, and it aptly fits every one I've ever met. They're terrific people. So here is a salute to our three members from "Down Under":

John Beagle (#278)--N. Sydney, New South Wales  
John Semgreen (#560)--Jambin, Queensland  
Mick Whiting (#381)--Garfield, West Australia

In some future issues this year I hope to have some material on these gentlemen, their cars, and the Australian Buick or "Holden"--a car rather more distinct from the U.S. Buick than the Canadian McLaughlin. Till then--happy motoring, mates!

#### MORE ABOUT PARTS ADS

Last month's harangue about parts has produced little except a slight increase in "Wanted" ads; "For Sale" is still a meagre, skimpy showing. I know the stuff is out there, because in some cases, I have seen it. Perhaps many of you would prefer to respond to "Wanted" ads, rather than offer items for sale, on the theory that in this manner the guy who gets the stuff really does need it. Well, that's fine if it works, and I guess it is working to some extent, because people who have placed the "Wanted" ads seem to be getting responses. So, if we cannot have "For Sale" let us have "Wanted." As I've said before.....no one will know you need it if you don't say so.

Something I intended to mention last month, but overlooked is this: There have been numerous instances during the past few years in which members have offered '37 and '38 parts for sale in Hemmings

Motor News and never sent me the ad at all. I must say I find this both inexplicable and highly irritating. Those who have done this: Why can't you treat your fellow Club members at least as well as everybody else? Why pay Hemmings when you can run an ad here free? I do not understand this behavior.

The scheduled mailing dates for each issue in each Volume are printed in Issue 2. While I must admit I do not always make those dates, I generally don't miss them by more than one week. If you get an ad in two weeks before the mailing date, I can almost always fit it in, and will do so if it is humanly possible. That is about as short a lead time as you can get. To make things easier, I will henceforth in each issue list the ad deadlines for the following issues.

#### NO MEAT LOAF THIS TIME

Through the fine efforts of a few members whose works appear in this issue, you all have been saved, for now, from reading meat loaf recipes. Like the fabled Sword of Damocles, however, the threat continues to hang suspended. Save those few whose words may be enshrined--or, more likely, entombed--in the annals of some learned society, the proceedings of some obscure government agency, or the deed records of some grimy courthouse, or worse (if worse there be), you will have no other chance to see yourself in print, to share your tragedies and triumphs with the world. I guarantee, it will tickle the ego! Some of these worthy gentlemen have wrought forth writings requiring virtually no editing, and with entertaining style. What of the rest of you? Incurably mute? Content to let others grab the glory? If each member would send in two or three intelligible pages of stuff once every five years, I would be brimming.

*Do it! — Bill*



**CARS FOR SALE**



CAR FOR SALE: 1938 model 81. Physically restorable. Some rust; minor dents on welled fenders (no wheel/tire covers). Body in fairly good shape and primed. Interior and some mechanics need re-doing. Asking \$1,950.

Bill Shipman (#617)  
75 Federal St.  
Brunswick, ME 04011      207/729-3574

(See this issue for picture.)

CAR FOR SALE: 1937 Model 41, 4 door trunk back sedan. This car has been in storage for 30 years in a barn. Complete and solid, but not running. Good for restoration of a very good parts car. Price \$2,500.

Karl Hunting (#659)  
P.O. Box 118  
North Troy, VT 05859  
819/563-6535 after 6 P.M.





# Das Buick- mit- Beiwagen



## ANOTHER INCREDIBLE TALE

Seated one day in his San Francisco atelier, artist Dug Waggoner pondered the unreasonable deadlines imposed by his advertising clients and waited for Inspiration. Inspiration, however, seemed to be visiting some other studio; neither gazing at the Golden Gate, nor at his Ping Dynasty Foo Dog, nor even appeals to the sometimes-fabulous power of Nikko the Oriental Drawing Pen, were availing. Nikko, as some may recall, can, when suitably infused with the Mysterious Power, draw by himself. Frustrated, Dug left his drawing board, settled into his favorite tattered armchair, and riffled through the morning's mail. Ah, thought Dug, here's the latest issue of my second-favorite publication, "The Journal of Obscure and Trivial Events." (This little bi-monthly magazine, published by the Society for the Preservation of Crap Absolutely No One Cares About, or SPOCA-NOCA, is itself so obscure and trivial that few but its loyal coterie of readers has ever heard of it. But of course, such things seem to flourish in California.)

Dug opened to an article entitled "The Third Reich's Strangest Officer" and began to read, with increasing interest, bordering on incredulity, the story of Oberst Baron Manfred von Vielfrass. It seems that this German noble, heir to an obscure barony in Hesse-Darmstadt, occupied a unique position in the German army in the 1930's, but disappeared from public view shortly before the break of World War II. As a young man, the Baron had developed both a flair for the bizarre and an extensive knowledge of French and German wines and schnapps. While his classmates at the University of Heidelberg were singing in the bierstuben, or cutting each other up in duels, Manfred could be found in his garden, savoring yet another Moselle or Burgundy vintage, and pouring over American car magazines. In between these activities and a modicum of study at the university, Manfred spent much time eating. Already well over six feet in height, by the late 1920's Manfred had, as a consequence, reached truly heroic size. His interest in American automobiles led to his importation of the largest Locomobile, which he had specially modified with a single front seat to accommodate his girth.

Some time later, in the years immediately prior to the war, the German General Staff decided that the wine served at its numerous affairs was not up to snuff. One of the generals, remembering the Baron, had him commissioned a colonel ("oberst") and sent out with a personal staff (two corporals and a

technical sergeant), a mammoth but secret expense account, and a pass signed by all the field-marshalls, to scour the continent for suitable vintages.

The Baron was, of course, quite taken with this assignment, and immediately set about obtaining uniforms and a suitable vehicle. Luckily, he was able to indulge his life-long passion for American cars by requisitioning, from a vacationing Indian Nabob, a Buick Roadmaster phaeton. A few necessary modifications to the Buick were quickly accomplished. First, since the colonel occupied the entire rear seat, a special side car ("beiwagen") was fitted for one of the corporals. Next, a large hamper was added at the rear for picnic supplies. Last, a rear compartment windscreen was put into place to protect the expert nostril and palate from discommoding dust.

Thus outfitted, the Baron toured the vineyards and distilleries for several months, selecting--after he himself had tested them extensively--the finest products for the field-marshalls' tables. On narrow roads, ordinary military vehicles had often to give way into ditch or mud to allow the "Buick-mit-beiwagen" passage. The Baron was oblivious.

After several months of idyllic touring through the vineyards, von Vielfrass found himself called back to headquarters. This American car you are using, the field marshalls said, is highly inappropriate; besides, there may soon be heavy fighting in some sectors, and it does not offer sufficient protection. Fighting? The baron was incredulous. Fighting? "Ja" said the field marshalls; after all, that is what the Army is for, "nicht wahr?" And where has he been, anyway? "Himmel," thought Manfred, he had supposed the Army was for drinking wine and schnapps, eating, and abusing the peasants. Fighting would only interfere with those noble pursuits.

The rest of the story is only sketchily known, but it appears that von Vielfrass managed to make his way into neutral Spain, from whence he and the two corporals embarked by steamer for South America, having decided they wanted no further part of a nation gripped by madness. Their ultimate fate is uncertain, but it is thought that the person playing the part of Fasolt in some 1940's productions of "Das Rheingold" may well have been Baron Manfred von Vielfrass. The fate of the "Buick-mit-Beiwagen" is also uncertain; there are unconfirmed reports of such a car abandoned in the North African desert in 1943.

(CONTINUED)



## DAVE LEWIS RESTORATION



Detailed Restoration And Parts For  
All 1937 And 1938 Buick Automobiles

3825 South Second Street, Springfield, Illinois 62703  
217-529-5290





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Charmed by this incredible story, Dug fell into a doze. When he awoke some time later, the sun had set behind the Golden Gate, and moonlight streaming through the window illuminated his drawing table. On the table was the rendering we see below. On the floor, once again, was Nikko the Pen. Is this an authentic rendition of Baron Manfred von Vielfrass and the Historic Buick? Perhaps some day the shifting sands of the Sahara will tell us more.





1927  
TO  
1953

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WIRING SUPPLIES  
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BOX 435 WAYNE, PA. 19087



# MAIL: *Convertible Top Windows*

It is nice to know that one's efforts are appreciated. The following letter from Mike Eagleson (#397) tells us that there's at least one member upon whom the Convertible Top Window article by John Steed scored a direct hit. (Mike himself also scored a direct hit, with an authentic window frame for only one picture of Alexander Hamilton.) Members who go back a few years may remember that Mike's father purchased a '37 Roadmaster phaeton in 1940 and was compelled to scrap it in 1962 to placate his neighbors. Mike in 1982 recreated the scenes of his youth by acquiring another '37 80C -- in perhaps worse condition that was the first when it departed -- and placing it in the same backyard of the same house. Eventually, this car will--we hope--be restored to its original splendor, but first I think Mike will have to let fall one or more of the balls he has in the air, and perhaps sell his steam locomotive. Yes, you read that right, friends. In addition to a few other neat cars, Mike is a part owner of the former Canadian Pacific No. 2839, itself an interesting example of 1937 "streamlined style." The locomotive has appeared in several movies. Mike is a noted writer on, and photographer of, steam locomotives, and I expect his name will be familiar to the several steam fans among us.

Dear Bill:

Fantastic job on the Torque Tube. Say, I've got to tell you this story.

I've long been aware that the '37 convertibles (all series) have, or should have, a rear window with a divider to be correct. Every car with the divider that I've seen (and photographed), was "Type 2" in John Steed's article.

Two years ago, while plowing through the Hershey flea market, I found an unmarked convertible top-rear window with a divider. Thinking it was from a '37 Buick convertible, I bought the chrome, glassless frame for ten bucks. The vender told me it was "off a big ol' convertible....probably a Packard."

After buying the part, I raced to the Hershey show field to compare it with a '37 Buick convertible coupe, still on the field, that had the typical Buick divided rear window ("Type 2").

Well, I was disappointed, in the visual comparison, to see that my "new" rear window frame did not look quite right and was certainly not identical, in oval, to the show car. Curiously though, the frame width and thickness was awful close.

Well, until the convertible rear window story in the December issue, I figured it was just a good try, but no points. Maybe some day I could bend, cut or shape it to be correct for my '37 Roadmaster phaeton, when I get to restore it. Now, thanks to the article, I've learned that the window frame I bought is positively identical to the "Type 3" window diagram! A correct alternate (and rarer) frame for my car. I hit the jackpot after all!

Now, isn't this just what makes old car restoration so much fun. And, isn't this what makes the great job you and the contributors like John Steed do so worthwhile. This one correct tip alone for me, has made a lifetime subscription to Torque Tube pay off.

Thank you, Bill, and thank you John Steed.

Someday, I'll get this hulk on the road again.

... Mike



## MORE MAIL:



### *Need a Roadmaster?*

Presented below is the longest "Car for Sale" ad in the recent history of this publication. I have printed the whole thing because I found it rather entertaining. Author Bill Shipman (#617) teaches economics at Bowdoin College in Brunswick, Maine; you will observe that he is unusually literate for an economist, and able to write whole paragraphs that a lay person can understand. Bravo! I cannot say as much for his color perception -- "Chancellor Blue" looks blue under all lights -- or his estimations of my taste -- red in my judgment is an appropriate color for flannel pajamas but not cars. In any event, Bill's 1938 Roadmaster -- the black one without sidemounts -- was shown on page 16 of the September 1987 issue. Patrick Sharkey, mentioned in the letter, was once a member of this Club, but for some inexplicable reason dropped out.

If you are interested in the car, write Bill at 75 Federal Street, Brunswick, ME 04011 or call 207/729-3574.

Dear Bill:

I'm relieved to know that you did not buy a black car. Your "chancellor (read midnight) blue" Roadmaster probably looks black under normal light. Somehow I thought you'd end up with a bright red job.

The main reason I write is to send you an ad I'd like to have placed in The Torque Tube. (See attached). If the picture--also attached--is usable, I'll be happy to pay the cost of reproduction. As you can see, the ad is for a 1938 81 sedan in rough condition. And therein lies a story....



Even before I acquired my own '38 81 black sedan,--the one without the sidemounts--I realized that, whatever my own feelings on the subject, the market apparently places a premium on sidemounted models. It therefore seemed a good idea, once I had bought the car, to look around for a set of welled fenders and wheelcovers which would add to its value in the event I wanted to sell it later...or changed my own mind about sidemounts.

Well, I looked around for about a year. During that time I saw a number of 80-90 series welled fenders and covers, but none that was in anything like the condition of my own car--or its original fenders. In the process of finding out just how scarce these fenders really are, my telephone, correspondence, and visits introduced me to a number of 1937-38 club members (and some people who should be members) from whom I learned a good deal and whose friendship I now value. In that process I did hear about a fellow in Ticonderoga, N.Y. who was reputed to have a number of pre-war Buicks and also a really good set of '38 80-90 fenders and covers. It turned out to be true, and his name was (is) Pat Sharkey.

Pat proved to be a genial and very interesting person whose "holdings" included maybe a dozen 1937-1940 Buicks--mostly big ones--in various states of repair, ranging from quite good to disintegrating. He drives a '38 80 converted to a pickup, and his front and back yards have something of a museum quality--though I suspect his neighbors may fail to appreciate the rarity of some of those clunkers. Across town he has '39 and '40 Series 80 sedans tucked away in a dilapidated garage on the bank of the roaring river that empties Lake George into Lake Champlain...quite a romantic place, I thought. On the other side of town he had a '38 81 which had spent years in a semi-collapsed garage hanging over the bank of Lake Champlain and the main line of the Delaware and Hudson Railroad. Pat himself knows Buicks backwards and frontwards and, as far as I can tell, does virtually all his own work--along with running a number of convenience stores in the area.

While Pat, like most of us, has a somewhat exaggerated notion of the value of his own cars and parts, he is also a good businessman. In the case of the good fenders (which had been taken off a '38 81 shortly before the latter was plowed into and bent out of shape by a truck), he would sell them only in combination with the 1938 81 hanging over the railroad tracks. The latter car, however, did have (and has) its own welled fenders, only moderately rusted.



The balance of this story can be quickly told. In order to get the good fenders and covers--and they are really good--I bought his "tie-in" sedan, which I now would like to sell. Ed DePouli and Peter DiPasquale, both owners of good '38 81's (See The TT IV-9), looked at my tie-in car when it was still in Ticonderoga and decided it was "too good for parts, not good enough to restore." Possibly true. But, as a practical matter, I'll sell it to anyone at or close to my asking price (\$1,950) regardless of his/her ultimate intentions. I should point out that, in addition to having a fairly good body and fenders, the car has a bullet hole in the radiator and the windshield (and thus a mysterious past associated with upstate New York) for which I make no extra charge. It also has a chevron-patterned dash panel--very rare in an 80 series car.

If there are no takers, I'll probably use the car myself for parts and park it by the Maine Central tracks which border my own property.....just so it will feel at home.

.... Bill Shipman



**BUY 'EM!**



#### PATCHES

Very nice cloth patches of the Club logo in red, white and blue--approximately 4" x 2-3/4"--are available from:

Keith Ladderud (#163)  
21708 SE 291 St.  
Kent, WA 98042

Price: \$5.00 each; 2 for \$9.00; 3 for \$12.00. Once Keith has recovered his investment, further proceeds will go to the Club.

#### DECALS

High quality water-transfer decals--same design and colors, approximately 3" x 2"--are available from the Editor. These can be placed on the inside of a window, on any flat opaque surface. Proceeds go to the Club.

Price: \$1.00 each; 3 for \$2.00; 6 for \$4.00, postage included.







# ONE ROAD- MASTER RICHER

STORY BY DON MICHELETTI -- MENLO PARK, CALIFORNIA

I guess its about time I write something. I've owned a 1938 Buick 46-S for 15 years- and have been working on restoring it( or more accurately- not working)- but that's another story.

Alas, as you can see here is another Black '38 Buick-However I do feel that it really deserves to be Black.

I' ve had old Buicks for about 30 years- my first a 1931-67 sedan. The story of our '38 Roadmaster is tied to that. The current owner of the '31 lives in Yuba City Calif. Our family was on a trip to visit my wife's folks in Northern Calif, so we decided to stop in and visit the '31. It was a rainy day , the 31 is well restored (took its class at the nationals last year) and we didn't want to get it wet. The owner had just bought a '37 Buick 2 door sedan and asked us if we wanted to take that out for a ride. Well we all piled in and off we went.

My wife was jazzed; unlike the coupe, the sedan was very roomy and could accomodate the whole family, also it really moved! She said we had to have one, could we trade the coupe for one? I said we probably could-but I wouldn't.

I looked around for a sedan a bit, and when a '38 Roadmaster was for sale within 25 miles of us, we decided to look. You know how that goes- don't you?

The owner described it as needing paint and a headliner, but it ran great! Well one friday evening we went and took a look at it. To be honest it looked bleak.The current black paint was falling off, the headliner was

drooping and the seats looked as if the car was used for storing goats.(all there but poor). We took it for a ride-it did run great. My wife was sold, (actually so was I)- we talked- she said she would help me with the sanding and cleaning and everything else (honest !). So home we drove one Roadmaster richer(?).

Upon closer scrutiny and the harsh light and reality of the next day, what we saw was a monumental project, and with 2 other cars to finish restoring we really didn't need this.

The car was supposed to be in more-or-less continuous use until about 1981-that owner used it to haul fire wood (and based upon the amount of sawdust we cleaned out of the car I believe it!) At that point in its life it lived in Palo Alto, CA.about 5 miles from where we live, and indeed many of the older Buick nuts around here knew of the car and had wondered what had happened to it.

The car was very sound but very tacky; however, we decided to give its restoration top priority. Now, compared to some of the cars you have shown, which were restored starting with a hubcap and rusty door, this car was easy. All that was missing was the rear bumper, a sun visor, the running board moldings and one rear ash tray.

We have restored several cars, and the problem with all of them is that, once they were restored, we never used them. It didn't seem possible to have a really show quality car and drive it, too. We decided that the Roadmaster would be different, it would be a "family" car which would be used. We would not try to do a 100 point restoration, but what I would call "an extensive cosmetic restoration".







*Don Micheletti plainly fits the "backyard mechanic" description.*

As promised, Sharron, my wife, and the kids did all the really dirty work of cleaning the chassis and the various parts as the car was stripped down. We disassembled the car to the chassis but did not remove the body from the frame. Sharron did the majority of the body prep and I did the body work and painting, we both did the wet sanding. The engine and drive train appeared fine. I Decided to leave it all alone and if they needed rebuilding I would do that later (Utilizing some of the update Ideas published here earlier). So all I did was remove, clean and paint them. I know this is a poor way of doing a restoration ,but this time I thought it would work out OK (I usually do all my mechanical work first). The brakes shoes were renewed and the cylinders showed signs of leakage. Interestingly enough, all the parts were available from the local parts store. If you go in asking for '38 Buick parts, most stores will laugh you of the place, but If you can get the counter man to look in the back of his catalogs, most everything is listed by size, and there you can match your old parts- but you have got to know what you are talking about, both, size and other details; also if you can, wait until the parts man is not busy so he can afford the time-you are more likely to succeed that way. I have even managed to get parts for my 1910 Buick at discount parts stores, and you can bet they don't have those listings! It is amazing what will interchange- if you have enough information.

Now after unending hours of scraping, sanding cleaning, sanding, filling, sanding, painting, sanding and polishing, new chrome, polished stainless, new tires and upholstery (and an empty pocket book) it is done! ( Are they ever really finished?) By using just about all our spare time we finished the project in a little under a year.

Here are some photos of the project in its various states. I think it looks good, and it's a great runner.

What does Sharron think of it all? She's happy with it but if she knew how much work it would be she says she would have never done it!

Your article on rear seat clocks is timely. This car had that option, unfortunately I only have the mounting frame but no clock. If anyone has one I'd like to buy it.

Now it can join its predecessors a 1910 Model 10, 1918 E-6-45, and 1938 46-S, all Buicks of course.

I would also like to mention what a pleasure it has been to do business with a couple of the club members, Dave Lewis and Ed de Pouli. They were a great help with parts and information.

Also as an aside, the work on steam locomotive Southern Pacific 2472 is progressing well. We are a private, volunteer, non profit organization. We now own, along with the locomotive, eight 1914 vintage passenger cars used on the San Francisco/ San Jose commute run. They were in operation until last November. Now we really have a BIG train set! Anyone interested in any details of the project can call or write me- I'd be glad to tell them more than they really want to know.

Don



Before and after photographs of the Micheletti '38 Roadmaster interior. Fortunately, black-and-white reproduction will not reveal the extent of desecration wrought by that table-cloth substituting for front seat upholstery in the "before" view (brilliant turquoise and olive green).

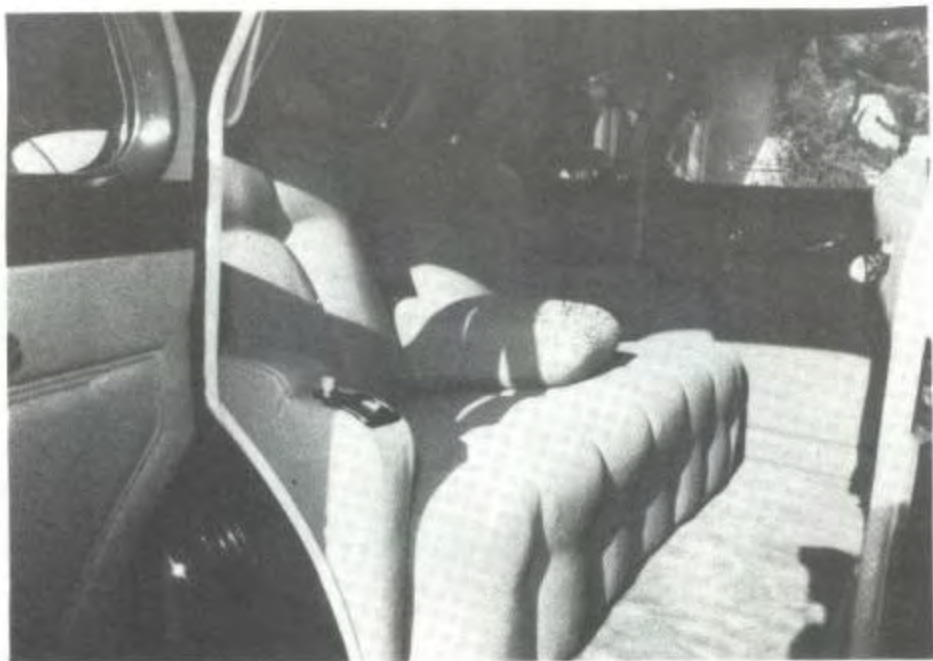




Bill Shipman may now be content: here, on the other side of the continent in California, is another '38 Roadmaster with plain fenders. C'mon now, folks, admit it: not a bad looking car, is it? They kinda grow on you, don't they?



(CONTINUED)



**BUICK**



# QUESTIONS



There have been very few questions sent in by members in the past several months. The question (and answer) that appears below is the first good one of general interest I have had since September. The Club exists to serve its members, and over the past few years questions have played a major role in determining the content of many TORQUE TUBE pages. (The entire "Sidemount Fever" article that appeared in Vol. V, No. 4 was written because of many questions about the subject.) It is difficult for the Editor to know what people are interested in, what they want to know about, what has them stumped or confused, unless they tell him. However many balls I may have in the air at any time, I am not too busy to deal with your questions--indeed, they are a positive help to me in putting out an informative publication. Moreover, I have some very knowledgeable people and good resources I can turn to for help. So please, folks, let's hear from you--what do you want to know?

**QUESTION:** I want to re-chrome the windshield wiper housing caps on my '37 Model 41, but I can't figure out how to remove the chain drive sprocket and shaft from the housing. There has to be some simple little secret I'm overlooking.

**ANSWER:** There is. Here's the secret. First, get an odd piece of wood 2 x 4 and drill a half-inch hole in it, about an inch deep. Countersink or chamfer around the top of the hole, so that the shaft and surrounding portion of the housing will fit neatly into the hole, and the flat part of the housing will lie flat on the wood. Then, precisely opposite the back end of the shaft, punch or drill a small hole in the housing--there is usually a slight bump on the back side of the housing, and the hole should go through this bump. The housing is pot metal, and the hole is easily made through this soft material, but one must be careful not to crack or dent the pot metal. A small punch or drift pin and hammer can then be used to drive out the shaft, which will drop into the hole in the 2 x 4. The shaft is a splined, press fit on the sprocket. The sprocket will then fall out. To re-install, reverse the procedure. An acorn nut on the threaded end of the shaft will protect the threads. Use a plastic hammer to tap the shaft back onto the sprocket, after you have dropped the sprocket back into the housing and you have fitted the shaft preliminarily into it. The small hole in the housing will not be noticeable when it's on the car.

Here's a direct quote from the asker of the foregoing question (Don Holl, #59):

"Thank you, thank you! Your tips and instructions...worked like a million."

Don mentioned that the parts are labelled "right" and "left." Make sure you put them back that way; disaster attends wiper transmission mistakes.





# TECHNICAL TIPS



## 1937 DEALER SERVICE BULLETINS

Through the courtesy of Bob Pipkin (#076) who loaned me his copy, the Club now has a good reproduction of the 1937 Dealer Service Bulletin compilation (BPS 2.81--October 10, 1936 through July 15, 1937). Frankly, I have not digested all the material in this as yet, but a little of it appeared in the last issue and more excerpts will appear as time goes on. Other members also sent me copies or suggested sources. Thanks to all. It has been suggested that the Club make and sell to members copies of the 1937 and 1938 Bulletin compilations. This is a nice idea. Whether it is feasible or not, I don't know right now. (Various demands on my time--primarily those generated by the Forces of Evil who want either to obtain large sums of money from my employer or to shut down our coal mining operations--have kept me too busy recently to consider "projects.") I will explore this when I can. In any case, such material from the Bulletins as I consider currently useful or interesting will continue to appear in these pages.

## ENGINE REBUILDING

Paul Culp (#508), our Master of Obscure Repairs, decided to tackle a Big Important Repair last year and rebuilt the engine in his 1938 Century. As usual, Paul took numerous photographs of the work as it went along. We are in the process of preparing a series of articles on this project. Since neither Paul nor the Editor claim to be experts on engine rebuilding and since we want to make the articles as correct, complete and informative as is feasible, given that THE TORQUE TUBE is not a technical encyclopedia, I will have Paul's text, as rewritten by me, checked by some other members before we print anything. Therefore, it may take another month or two before these articles begin. I hope we can give you something really helpful. Stay tuned!

## ONE CURE FOR OVERHEATING

Article and Photos by Glenn Preston (#065) - Jacksonville, Illinois

My '37 Special could not make a summer parade without heating up, and most of the time I had to pull out of the parade before it was over. I decided to try an electric fan mounted in the upper front part of the radiator not covered by the factory fan.

The first problem we had to solve was the fact that the fan was 12-volt and the car was only 6-volt. We decided to try a 12-volt battery carried in the trunk. The one I chose was a big one from an 18-wheeler that used 4-12 volt in a series. This truck fleet I know uses new ones whether they all need replacing or not, so I got one of the good ones.



The fan can be purchased from auto supply houses and mine ran around \$50.00 without a thermostat. I felt I could turn the fan on and off as needed with a small toggle switch mounted under the dash.

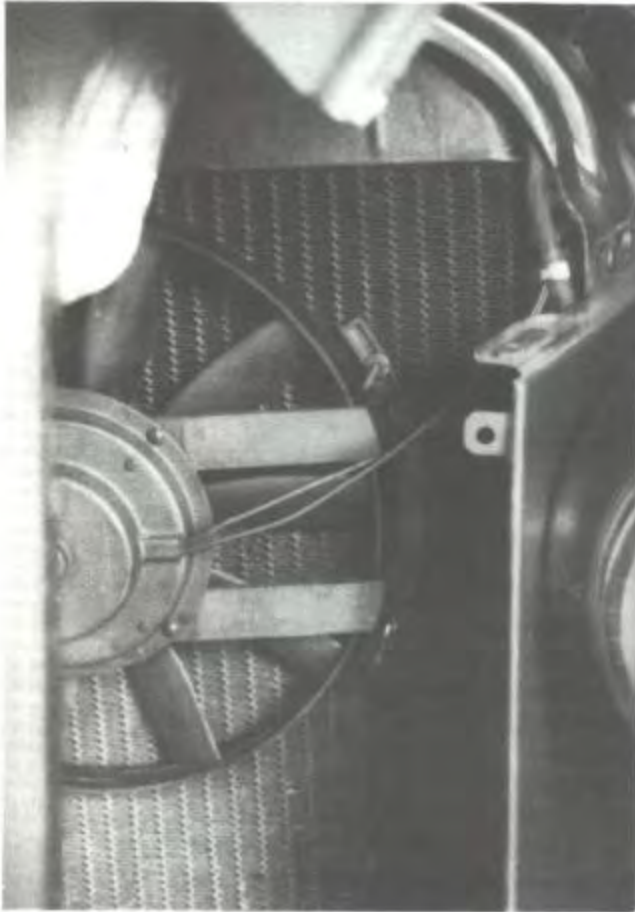
Mounting of the fan was fairly easy. The bolts that go through the radiator core are somewhat larger than the holes. You must open the spaces in the radiator core carefully with an icepick, gradually moving the pick in a circular motion enough to open the vanes to accept the bolts.

After mounting the fan I sprayed it flat black and it doesn't show from the outside. So far, I have not lost points because of it and we have won quite a few first and second places with the car.

(CONTINUED)



I turn the fan on at the start of a parade, or just plain driving, and the temperature will stay between 180-190. The battery runs the fan, the horns (which are quite loud using 12 volts) and a C.B. radio, and I have charged it once since installation. Of course, it is a much bigger battery than an average car battery.



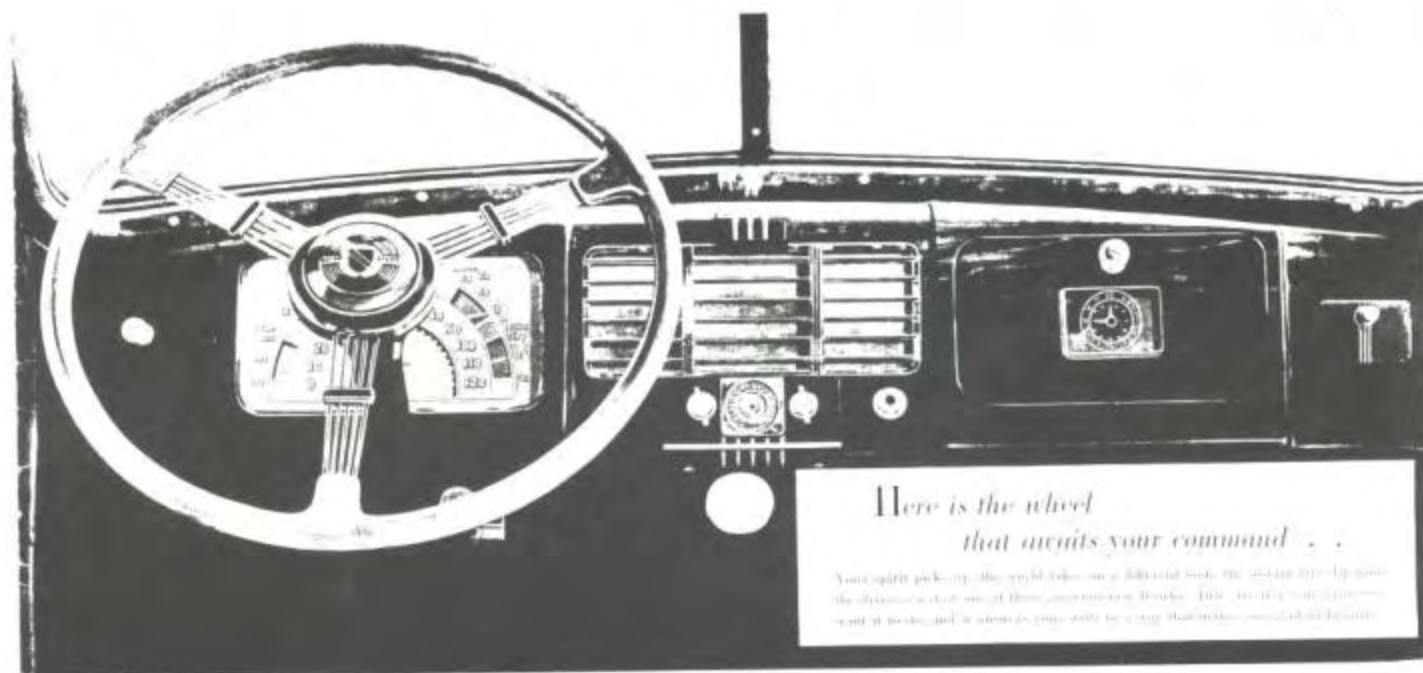
EDITOR'S NOTE. Shortly after receiving Glenn's article, I noticed the same fan mounted in the same way in a Ford Torino a young man of my acquaintance uses for racing. Like Glenn, he says the fan makes a big difference; he did not need to worry about voltage, however. The 12-volt motor would run on six volts, but at a lower speed, so considerable effectiveness would be lost. There is probably a way of stepping up voltage to the fan motor, so that one would not need the extra battery. One might also be able to mount a 12-volt motorcycle battery under the hood to power the fan. Some of these batteries are fairly small. I have also seen an ad in Hemmings for six-volt auxilliary fans in three sizes, priced at \$79-\$89. (Green Sales, 1524 E. Halifax, Mesa, AZ 85203. 602/834-0717.) More on this subject in the future. I am going to try it myself.



## EARLY 1937 STEERING WHEELS

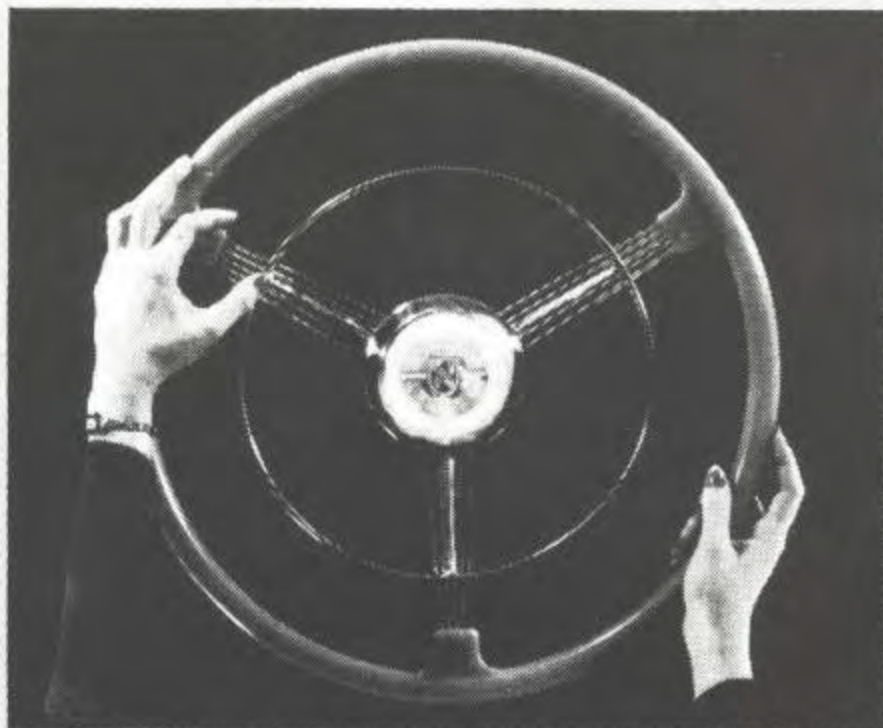
As indicated in an article several months ago, when I acquired my 1937 Roadmaster, I noticed that it had (and still has) a steering wheel different from any other 1937 car I had seen. The wheel is much more like 1936, although the plastic rim is ivory rather than the black or dark brown commonly seen in 1936 cars. That is to say, each set of the "banjo" spokes has a rectangular metal piece that fits around the four spokes, about half-way between the hub and the rim. In addition, there is no horn ring, and the hub is made in one piece, rather than having a top plate fastened from the back of the hub by screws. Initially, I thought this a bit odd, but then recalled that a wheel of this type is pictured in several places in the 1937 Shop Manual. Inspection of the frame and engine numbers in the car indicated that, of 1937 production, the frame is 1901 and the engine 1714 from the beginning numbers. Thus, the car is very early 1937, probably the first month. (The '37's were introduced in October 1936.) Discussion with Mike Turner of Dillon, Colorado, who bought the car in unrestored condition in the 1970's, indicated that the wheel was in the car, and in deteriorated condition, when he got it. Armed with this knowledge, I decided tentatively that the familiar style of the '37 "banjo" wheel was introduced sometime after the start of the model year, and that I had a correct early 1937 wheel.

Further research has confirmed this conclusion. The large color 1937 sales brochure contains an artist's rendition (probably originally in watercolor and ink) of the 1937 dash panel. This shows the 1936-style wheel. A reduced-in-size reproduction of the page appears below.



Since the brochure was in all likelihood printed prior to October 1936, this tends to confirm the conclusion. However, as we have previously seen, sales brochure art--as distinguished from, say, contemporaneous photography--should not be considered as a definitive or final measure of authenticity.

Some time after consulting the sales brochure, I stirred up out of my archives a copy of The Buick Magazine for December 1936. This, I found contained the following (expanded in size from the original):



## NEW SAFETY HORN CONTROL

The new horn ring, mounted on the steering wheel, is the latest improvement added to 1937 Buicks. The device makes it unnecessary to ever remove either hand from the wheel. It leaves both hands free at all times, for safe control of the car.

This seems to tie up the package quite neatly. An "official" Buick publication states that the usual-style wheel, with horn ring, was introduced in December 1936--two or three months after 1937 model-year production began--as an "added improvement." (The Buick Magazine was a monthly publication of Buick Motor Division mailed to owners, dealers, and authorized service establishments.)

Besides being informative--at least to early '37 owners--the foregoing is a nice little illustration of some principles of historical research. The correctness of the 1936-style wheel on my car, as an early-production variant from the "standard" flexible wheel, was established by five different sources: (1) its presence on the unrestored car; (2) the serial numbers of the car; (3) the Shop Manual pictures; (4) the sales brochure picture; and (5) the Buick Magazine piece. No one of these alone, nor indeed any two of them, is sufficient to support a firm conclusion. However, the combination of observed evidence and contemporaneous printed material makes, in my view, a pretty airtight case. Each piece of evidence tends to support and explain each other piece, making a solid whole. In order to add the ring, which makes it easier for the driver to sound the horn, since neither hand need leave the wheel rim, Buick had to: (a) delete the metal bands around the spokes, which would interfere with the ring; and (b) slice off the top of the hub and make it a two-piece affair, in order to fit and hold the ring in place.



All we do not know now is why the new wheel-with-ring was not put on 1937 models from the first. Perhaps there was a surplus of 1936 wheels at the time.

Before leaving the subject of steering wheels, we can round out our knowledge with the following:

- The 1937 horn ring was not so much an improvement as it might have been. Because the ring was located in the same plane as the rim, on top of the spokes, it was all too easy to sound the horn inadvertently when turning a corner, as one's forearm tended to pass over the ring. To cure this, in 1938 Buick put a "dish" into the spokes with the ring in the dish, below the plane of the rim.
- The "standard" wheel in all 1937 cars was the three spoke, plain, hard rubber job very infrequently seen today. These were painted "Marsh Brown" (same as the steering column), and made up in durability what they lacked in looks. The plastic rims on the "flexible" wheels shrunk and cracked, as well we all know, but the original hard rubber wheels still around are good as new. Although listed as standard on all models, the rubber wheel actually was routinely put on only three Specials: the business coupe (46) and the two plain-back sedans (44 and 47). On all others, the "flexible" wheel was a factory-installed "standard accessory"--that is, you paid extra for it whether you liked it or not, unless you special-ordered the car without it.



Hard rubber wheel--original equipment  
on Editor's former '37 model 47 sedan.





## NEW MEMBERS



George Diamantine (#678)  
808 B Street  
Hayward, CA 94541  
415/632-0804  
'38 '41

Roger Quant (#679)  
3424 N.E.Halsey  
Portland, OR 97232  
503/232-8113

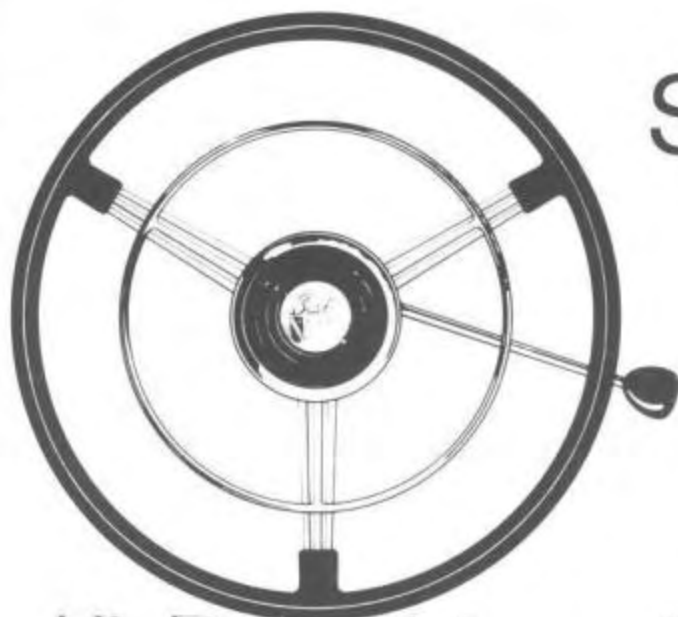
Glenn Preston (#065)  
208 Brookside Dr.  
Jacksonville, IL 62650  
217/245-2457  
'37 '41

Terry A. Bisel (#680)  
3473 West Shields Sp#28  
Fresno, CA 93722  
209/275-3789  
'38 '46

Stuart A. Rein (#681)  
6113 Ridgeline Dr.  
Mt.Airy, MD 21771  
301/831-5772  
'37 '61

E. E. McAteer (#682)  
5911 Briardale Ave.  
Memphis, TN 38119  
901/685-6542  
-38 '46C

Mark Runnels (#683)  
36224 Indian Wells Dr.  
Newark, CA 94560  
415/791-1577  
'37 '46



## Perfectly Recast STEERING WHEELS

1936 Thru 1947  
\$2.00 for Brochure  
Must  
Specify year

(602) 278-4505

# J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009

# AUSTRALIA ~ I

Below is the first of this year's Australian stories, by Mick Whiting (#381). Coincidentally, it arrived in my mail just after I had finished the piece in the introduction concerning the Australian Bicentennial, and the story itself deals with a remarkable series of coincidences or fortunate events.

## "An Ancient Bloody Radio"

Each time I read the Torque Tube I feel just a little guilty that I have not contributed for a while; but it is a bit more difficult to come up with interesting anecdotes when you live 'Down Under'. Things which really get my adrenalin pumping here are probably ordinary, everyday occurrences in your neck of the woods. When you consider that our family's '38 Special Coupe is the only known '38 Coupe in Australia you may appreciate that what is big deal here is boring to you.

However, something interesting did happen a while back (least ways it was interesting to me and I hope for you also). In summary, it was a string of amazing co-incidences - the sort of things where if any one piece had been missing the whole episode would not have happened; sort of like when an airliner crashes, but not quite so earth shattering.

It began when we unpacked our '38 Coupe from the container in which it had been shipped over from South Carolina. (We bought it from an ad in an early Torque Tube) I noticed that it had an after market radio in the dash which was of no worry to me. I had earlier imported a factory radio for my '38 Holden sedan, but because of the electric wiper motor this could not be fitted. Suffice to say that during the restoration of the Coupe the after market radio was removed and placed on a shelf in my workshop and the factory radio was readied for installation.

Enter good friend and '37 owner Peter Gottstein. He had come to purchase a few bits for his '37 that I no longer needed as my Fisher car was quite different. He spotted the radio and wanted a peek. It proved to be a Motorola radio and the first co-incidence Peter works for Motorola!

Being a technician he suffers the usual failing of such people, he just had to pull it to bits.

It had a most interesting set of insides, including a massive coil in the back where functions was a mystery even to Peter. He suggested he take it to work, run a few tests and work it all out. Co-incidence number two, Peter's boss was talking to him that day, and as Peter was heading to his work bench the boss inquired as to the parcel under his arm. The reply probably went something

along the lines of "Some ancient bloody radio a mate pulled out of a '38 Buick. I'm going to see what makes it tick."

The next chapter is really far out. It just so happened that the Big Chiefs from U.S.A. were over doing their annual check and giving the locals a rev up and Peter's boss mentioned the weird old Motorola radio to them. The results of this casual remark were remarkable. The radio was requisitioned to show the visitors, following which Peter was summoned to the Board Room to address the assembled dignitaries on the subject of the above piece of equipment. Form a mental picture of the situation. Peter has never been inside the Board Room and here he is in the inner sanctum, the radio on a silver platter in the centre of the table and THEM hanging on his every word.

Fortunately he'd had just enough time to give the radio the once over and was somehow able to give an intelligent account of what he'd found. The radio proved to be a 'Self Seeking' radio, real state of the art stuff for those days, and of high interest to those Americans from headquarters. Several telexes and phone calls later verifies that this is something really special and Motorola want to buy it back!

The story had a very pleasant conclusion. Negotiations were smooth, I received the equivalent of the crown jewels in cash as compensation and Motorola are the proud new owners of the radio, the world's first self seeking radio I believe.

For the technically inclined, it fitted up in the dash with a facia plate obviously designed specifically for a '38 Buick and weighed an absolute heap. I probably picked up 2 m.p.g. by removing it.

Finally, if twenty seven members write in and say these radios are as common as dirt and they grow on trees in seven States of the U.S. and between them they have several dozen of them sitting on shelves I will never write an 'interesting' story again.

MICK WHITING.

Fortunately for Mick--and us--I don't think these early Motorola "signal seeking" radios are "common as dirt" in the U.S. or anywhere else. However, I admit to knowing very little about radios generally, and my usual research sources have provided no information. Does any member know more about this?

# BUICK





# Parts Exchange



**PARTS FOR SALE**



FOR SALE:

1938 Buick Century Drive Train:

Sandblasted and painted, transmission, rear end, and frame. N.O.S. front shocks. New parts include, King pins, Tie rod ends, Wheel cylinders, Master cylinder, Brake hoses, Bushings in brake & clutch pedal, and Rear shocks. All of this is put together, the brakes work, and if an engine was on it, it could be driven. I have about \$2,000.00 invested in parts and labor in this drive train. I will except the closest offer to \$1,100.

I also have a 48 or 49 big block streight - 8 engine, and many other 1938 Buick Century parts for sale.

Call: David A. Bylsma (301)-551-7236 between 5PM & 9PM E.S.T.  
7747 Siden Dr. Hanover, Maryland 21076

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FOR SALE: Hank Bates, who was a member for several years and is now into other things, has a large stock of NOS (and some good used) 40 and 60 series parts, which he collected over many years, beginning in the 1950's. The list is too long to print, but there is all sorts of stuff. If you need something, give Hank a call; he may well have it. (No sheet metal, trim, sidemounts, grilles. It's mostly engine and running gear.)

Hank Bates  
53 Ivy Lane  
Sherborn, Mass. 01770  
614/655-0732

---

BUICK TORQUE BALL SEAL KITS, include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-38 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax.) Send check or money order with name and address; year and series of car. Please allow 2-3 weeks for delivery.

JECC, Inc. (Jerry Pasquariello #643)  
P.O. Box 616  
West Paterson, NJ 07424  
201/890-9682



## PARTS WANTED



### WANTED

37 40/60 SLANTBACK TRUNK-LID  
37 CENTURY RIMS (15 INCH)  
37 RADIO (NON-WORKING TO BE CONVERTED)

### AVAILABLE TO TRADE (ALL 37 SPECIAL EXCEPT AS NOTED)

COMPLETE DRIVE TRAIN (BLOCK, TRANSMISSION AND REAREND),  
FULL SET OF SPRINGS (TWO LEAF, TWO COIL)  
TWO HOODS WITH LOUVERS  
TWO INTERIOR LIGHTS  
FRAME FROM A 37 MODEL 61

THESE PARTS ARE USED AND CAME FROM VARIOUS 37'S WHICH I PARTED OUT, I ALSO HAVE OTHER BITS AND PIECES TO NUMEROUS TO LIST, ALL USED. I WOULD PREFER TO TRADE THESE PARTS FOR THOSE WHICH I NEED BUT CAN BE FLEXIBLE. IF YOU HAVE WHAT I'M LOOKING FOR BUT DON'T NEED ANYTHING LET ME KNOW ANYWAY.

CONTACT: EMMETT LYMAN (MEMBER 551)  
TOWN ST  
EAST HADDAM, CT. 06423  
PHONE 1-203-873-9715 NIGHTS OR 1-413-736-6399 DAYS

---

WANTED: Can anyone weld successfully pot metal and/or cast aluminum? I have an oil pump cover which is cracked around the intake. This is part of the spare pump I share with Rick Wilson (#539). All the rest of pump is good and I hate to throw the cover out. Or does anyone have an uncracked cover?

Bill Olson (#427)  
842 Mission Hills Lane 614/436-7579 or  
Columbus, OH 43235 614/687-3041 (days)

WANTED: 90 series runningboards--any condition.

Roy Schmidt (#673)  
10200 Yankee Hill  
Lincoln, NE 68526 402/488-6327

WANTED: Right side sidemount cover, complete with emblem; support rods and locks for sidemounts (40 series); rear rubber floor mat for business coupe.

Keith Ladderud (#163)  
21708 SE 291 St.  
Kent, WA 98042 206/852-8425

WANTED: 1937 80-series wheel rim (5 x 16, 5-1/2" bolt circle).

Lewis Cohen (#584)  
58 North Racebrook Rd.  
Woodbridge, CT 06525 203/397-8723

# PARTS WANTED

WANTED: 1937 right grille half

Glenn Preston (#065)  
208 Brookside Dr.  
Jacksonville, IL 62650 217/245-2457

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WANTED: 1937 hood side stainless moldings and/or door, cowl, rear quarter belt moldings. Need 90 series, but will take any. One 16 x 5 wheel, 5½" bolt circle (80, 90 series).

Roy W. Schmidt (#673)  
10200 Yankee Hill  
Lincoln, NE 68526 402/488-6327

---

WANTED: Pair, excellent used or NOS rear fenders, '38-'40, 80-90 series (no rusty junk, please); Stromberg AAV-2 carb plus choke, complete and rebuildable ('38 large engine); '38 grille, both sides, good rechomeable condition; '38 rear compartment clock and/or bezel.

Dave Lewis (#237)  
3825 South Second Street  
Springfield, IL 62703  
217/529-5290

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## AD DEADLINES FOR REMAINING VOLUME VI ISSUES

No. 6 - Mailed April 10;	deadline March 28
No. 7 - Mailed May 15;	deadline May 2
No. 8 - Mailed June 20,	deadline June 6
No. 9 - Mailed July 25,	deadline July 11

## 1937 EXPORT SPECIFICATIONS

The Editor recently acquired a set of General Motors Export specifications for the 1937 Buick. In general, this is nothing more than a relatively concise description of the cars, with several pages of mechanical specifications (22 pages in all), but it does go into the ways in which export models differed from the U.S. product. (For example: headlight lenses.) It is also a handy short reference, perhaps a bit easier to use than the Shop Manual if one wants just a fact or two. Any overseas member--or anyone else for that matter--who would like a copy may have one for \$2.00 plus postage. Air mail overseas would be about \$2.00; U.S. and Canada 56¢.



Number 3 in a series...

# The Best in '37-'38. Period.

## SIDE WINDOW WEATHERSTRIP

1925-38 Channel, side window, rubber only, 5/16" wide for 1/4" glass, with room for felt lining if desired. (See C-26). Used as side channel through 1932, also used as lower run channel through 1938. Most Fisher closed bodies except those using stainless beaded channel.

C-0021-A ..... \$3.50/ft.

1925-38 Tape, black felt, pressure-sensitive for covering side window run channel, such as our C-21A-B, to give original finish. Water and sun proof. 2-1/2" X 5 ft. roll.

C-0026 ..... \$5.75/ea.

1928-60 Sash channel, side window glass, U-shaped steel channel only, no filler. Will require that you attach your own window regulator cam to underside as required. Virtually all GM models. Sold in 4 ft. strip, usually sufficient for 2 windows.

C-0641 ..... \$11.75/ea.

1930-40 Channel pad, window carrier, incorporating weatherstrip. Used for some side window lower channel.

C-0075 ..... \$3.25/ft.

1930-40 Weatherstrip, side window, double-lip seal type, used as filler for 1/4" glass in metal carrier channel.

C-0241 ..... \$3.00/ft.

1931-53 Anti-rattle rollers, side window. Replaces #4091152. Rubber only, replaces original perfectly and easily. Fits both styles of brackets. Most models.

C-0117 ..... \$3.00/ea.

1933-58 Channel, rigid run, window division bar, stainless beaded edge, mohair-lined, exact replacement for rear side of division bar. Fastens in place by small screws or rivets, top and bottom. Simply cut to exact length required and drill 2 small holes. Approx. 15" long, many models as required.

C-0347 ..... \$19.00/pr.

1933-58 Window run channel, chrome beaded edge, cloth covered, mohair lined flexible metal channel for sides and top of door windows. Perfect dimensions, 5/8" wide X 9/16" overall height, exact replacement. Most closed models. Specify which length desired.

C-0367-A (5 ft.) ..... \$13.25/ea.

C-0367-B (6 ft.) ..... \$14.25/ea.

1933-60 Weatherstrip, vent window division bar, front or rear door and divided quarter window. Rubber only. Cement to original metal channel. Approx. 30" strip, enough for 2 vents.

C-0040 ..... \$7.75/ea.

1937-57 Weatherstrip, door window inner & outer, front & rear doors. 7/16" wide X 3/8", with chrome bead, mohair faced, flexible. Trim length where necessary. Two 3 ft. strips. Most models.

C-0555 ..... \$11.25/pr.

## DOOR EDGE WEATHERSTRIPPING

1936-38 Clip, door bottom weatherstrip retaining, for our C-66 lower door weatherstrip, to fit 1/4" holes. Replaces #4074821. As required. Doors usually require on clip per every 6". Estimate needs accordingly.

C-0391 ..... \$0.75/ea.

1936-38 Seal, door bottom, held by metal track or by clips. (See C-391 for clips). 2 door styles need about 3-1/2" per door. 4 door styles need about 5 ft. per side.

1936-37. All models.

1938. Series 40 & 60.

C-0066 ..... \$3.50/ft.

1937-38 Metal clip for attaching door edge weatherstrips C-411. For 1/4" holes. Replaces #4076045. Doors usually require 1 clip per every 6". Estimate needs accordingly.

C-0303 ..... \$0.75/ea.

1937-38 Weatherstrip, hinge post at instrument panel. Replaces #4074396. Steel inserts at holes.

1937. Styles 4467, 4667.

1938. Series 40 & 60 conv't.

C-0383 ..... \$26.00/pr.

1937-38 Weatherstrip, door opening, sides and top. Replaces #4074312, #4074314. Full profile of superior grade sponge, made for use of clips, type C-303.

C-0411 ..... \$2.50/ft.

## VENT WINDOW WEATHERSTRIP

1937-38 Vent window weatherstrip. Series 40 and 60 (except for convertibles).

C-0038-E ..... \$55.50/pr.

1937-38 Vent window weatherstrip. Series 40 and 60 convertibles.

C-0038-G ..... \$62.00/pr.

## VENT WINDOW DIV. BAR SEALS

1937-38 Vent window weatherseals, front door. For Series 40 and 60 closed bodies.

C-0791 ..... \$14.75/pr.

## REAR QUARTER WINDOW RUBBER

1934-60 Quarter window vent weatherstrip. Division bar seal (cements into place, enough for 2 vents).

C-0040 ..... \$7.75/ea.

1937-38 Quarter window vent weatherstrip. Models 41 and 61 full swing types (not 47, 67 plain back).

C-0038-Z ..... \$67.00/pr.

1937-38 Quarter window vent weatherstrip. Models 47 and 67 Plain Back Sedans (splicing required).

C-0038-BJ ..... \$74.50/pr.

## QTR WINDOW WEATHERSTRIP

1935-40 Channel, fixed quarter window (type without chrome reveal molding). 4 ft. strip. Some models.

C-0058-DC ..... \$11.75/ea.

1937-38 Channel, fixed rear quarter window. Replaces #4074930. Vulcanized in one piece for easy application, no splicing required. All coupes except convertibles.

PC-0040 ..... \$41.00/pr.

## REAR WINDOW VULC. GASKET

1937-38 Vulcanized rear window weatherstrip channel. Styles 4411, 19, 27, 27B; 4611, 19, 27. Models w/o reveal molding.

B-0206 ..... \$51.50/pr.

1937-38 Vulcanized rear window weatherstrip channel. Models w/o reveal molding.

1937. Styles 4401, 09, 4601, 09.

1938. Styles 4409 and 4609.

B-0287 ..... \$51.50/pr.

## REAR WINDOW WEATHERSTRIP

1937-40 Channel, back window, for windows without chrome reveal molding. 8 ft. strip. Some models.

C-0058-CB ..... \$21.00/ea.

1937-48 Channel, back window, for windows with chrome reveal molding. Plain channel for 1/4" glass. 8 ft. strip. Most models.

C-0058-EB ..... \$21.00/ea.

## TRUNK & RUMBLESEAT FITTINGS

1937-40 Mounting pads, decklid hinge, 4 piece set. Models with outside hinges.

1937-38. Styles 4411, 19, 4611, 19.

1939. Styles 4411, 11A, 19, 19A, 29, 4611, 11A, 19, 19A, 29.

1940. Styles 4411, 11A, 19, 19A, 29, 4619, 19A, 29.

B-0106 ..... \$14.25/set

1937-40 Bumper, decklid. Replaces #4074032. Steel core, screw held. 2 per car.

1937-38. Ser. 40 & 60 coupes

1939-40. Ser. 40 & 60 coupe & conv't

B-0163 ..... \$19.50/pr.

## DECKLID WEATHERSTRIPPING

1936-40 Seal, decklid. Rectangular cross-section sponge, 5/8" X 1" X 16". Good quality, adhesive on one side. Convertibles and coupes.

C-0796 ..... \$40.00/ea.

1936-40 Seal, decklid channel, on lid, sponge rubber with adhesive on one side. Many coupes and convertible coupes.

CV-0623-A (1/2 X 3/4) ..... \$35.00/ea.

CV-0623-B (1/2X1) ..... \$35.00/ea.

1933-41 Weatherstrip, side roof rail, fits into metal channel retainer. Conv'ts. See C-27 for cloth covering. Sold in 12 ft. lengths only. Cut lengths not returnable. This is the original type roof rail weatherstrip used in all GM convertibles 1933-41, although occasionally replaced with a different substitute.

C-0022-A ..... \$42.00/ea.

## CONVERTIBLE MISC. PARTS

1937-38 Bumpers/pads, center body removable pillar. Replaces #4075516 and #4081516. Steel core, 4 piece set. Models 40C and 60C.

C-0248 ..... \$76.50/set

1937-38 Pads, for bottom of folding post or body, steel core as original, screw held. Series 40 and 60 conv'ts.

C-0279 ..... \$28.50/pr.

1937-40 Clip, weatherstrip fastening. Replaces #4081540. Front bow to windshield, for holding C-138 & C-157 in place. Approximately 30 per car. Cadmium plated, fits rectangular clearance, for 1/4" hole. Convertible styles.

C-0527 ..... \$1.00/ea.

1937-41 Bottom pads, convertible top roof center bow. Replaces #4075497. 3/4" O.D. for 1/2" diameter bow.

1937. Styles 4449, 4649.

1938. Styles 4449, 4649, 4849.

1939. Styles 4429, 4629, 4829, 4849.

C-0205 ..... \$10.00/pr.



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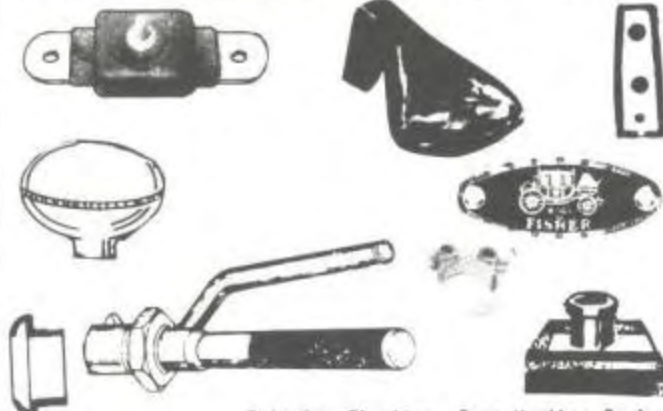
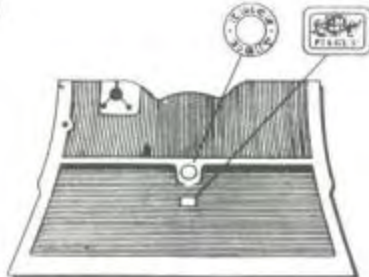


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1937-38 FRONT FENDER FROSTED GLASS LENS	PL-37B	\$17.50
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1937-38 " BLADE 8-1/4"	WB-8	\$ 4.00
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